CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, MARCH 5, 2002

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, March 5, 2002 commencing at 7:10 a.m.

A. ROLL CALL

Present: Council Members – Hitchcock, Land (arrived at 7:16 a.m.), Nakanishi, and Mayor Pennino

Absent: Council Members – Howard

Also Present: City Manager Flynn, City Attorney Hays, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

Announcement
Mayor Pennino reminded Council that Mayor Pro Tempore Hitchcock would be absent from the regularly scheduled Shirtsleeve Session on March 12, due to her attendance at the National League of Cities conference. In addition, The San Joaquin Partnership & Business Council is holding its annual meeting on March 12 and Mayor Pennino encouraged Council and staff to attend. Council Member Land indicated that he would be attending The Partnership's meeting. The consensus of Council was to cancel the March 12 Shirtsleeve Session.

C. TOPIC(S)

C-1 "Street Lighting Policy"

Public Works Director Prima recalled that approximately four years ago staff identified 15 miles of unlit streets in the City. Since then, Electric Utility has undertaken a program to install lighting throughout Lodi. The purpose of today's meeting is to discuss the policy related to this program.

Mr. Prima defined parkways as the space between the sidewalk and the curb where trees are typically planted. Staff believes that in these areas a low-level light fixture projecting light under the trees and spaced further apart is more appropriate than lighting the street from 30-foot fixtures. Concrete standards are used in areas with parkway strips.

Electric Utility Director Vallow stated that staff strives to maintain neighborhood continuity as much as possible in areas where lighting is not consistent. Once the street lighting project has been completed the Utility will begin retrofitting lighting as needed.

Referencing page 4, section C, 2, Mr. Prima noted that the policy requires the Utility to notify property owners prior to installing street lights. Section C, 1, addresses in-fill development, which will be handled on a case-by-case basis. He indicated that in these instances, the retrofit program would assume the lighting task. Section D, 4, identifies "special purpose streets and areas" as the area defined by Church Street, Lodi Avenue, the railroad tracks, and Locust Street.

Mayor Pennino suggested that the area south of Lockeford Street be included in the special purpose area definition, rather than Locust Street. Council Member Land expressed agreement.

Mr. Prima reported that high-pressure sodium lights are more efficient than metal halide lights. In commercial areas, white light is preferred for better color rendition. Currently there is no lighting standard for parking lots and public areas.

In reply to Council Member Nakanishi, Mr. Vallow stated that it costs $40,000 to $60,000 a month to light City streets. Although the street lighting program will increase lights by 30%, the cost will not increase by that percentage because of the energy efficient lighting that is being used.

Council Member Land suggested that the policy include an expanded section on maintenance and replacement of lighting. He stated that a resident had voiced a complaint about a rusty light standard on the 500 block of Eureka Avenue, and he asked that staff look into it.

In reference to the issue of maintenance, Mr. Vallow stated that the Utility replaces lighting as time permits and the cost is absorbed in its budget.

Mayor Pro Tempore Hitchcock agreed that the policy should contain an ongoing maintenance component.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:45 a.m.

ATTEST:

Susan J. Blackston
City Clerk

Mayor's & Council Member's Weekly Calendar

WEEK OF MARCH 5, 2002

Tuesday, March 5, 2002

7:00 a.m. **Shirtsleeve Session**
1. Street Lighting Policy

7:00 a.m. **2002 San Joaquin County Leadership Prayer Breakfast, Civic Auditorium, Stockton.**

12:00 –4:00 p.m. **Pennino. UP meeting at Roseville.**

Reminder **Primary Election**
City Clerk staff assisting
Lodi voters in locating polling places, 7:00 a.m. – 8:00 p.m.

Wednesday, March 6, 2002

7:00 p.m. **City Council meeting**
(NOTE: Closed Session meeting begins at 5:30 p.m.)

Thursday, March 7, 2002

8:00 – 10:00 a.m. **Pennino. Rail Commission meeting.**

5:30 – 7:00 p.m. **Pennino, Hitchcock, and Howard. Grand opening and ribbon cutting of ONEighty Teen Center, 17 W. Lockeford Street.**

Friday, March 8, 2002

4:00 p.m. **Graduation for "Project Renew" (an HAS-funded project), Carnegie Forum Chambers.**

Saturday, March 9, 2002

Sunday, March 10, 2002

Monday, March 11, 2002

Disclaimer: This calendar contains only information that was provided to the City Clerk's office

Street Lighting Policy
For the
City of Lodi

TABLE OF CONTENTS

Street Lighting Policy for the City of Lodi

I. GENERAL

A. INTRODUCTION

Street lighting is an important physical and aesthetic element in the City's infrastructure. The purposes of street lighting are to:

1. Promote safety at night by improving visibility.
2. Improve nighttime traffic flow by providing light beyond that provided by headlights.
3. Enhance police enforcement capabilities.
4. Enhance commercial, particularly retail and entertainment, activities by providing attractive and safe-appearing public places.
5. Enhance the appeal of neighborhoods.

Historically, the City's policies, mostly unwritten, have changed with technology and attitudes concerning the design and responsibility for street lighting. Many streets and properties were developed without street lighting. Later, new subdivisions included street lighting internally but did not include the adjacent, pre-existing arterial streets. Older lighting consisted of short poles with incandescent fixtures that provided relatively poor lighting levels. As technology improved, mercury vapor fixtures with taller steel poles offered better lighting with fewer poles and reduced cost. Current attitudes toward lighting place more emphasis on aesthetics and selecting lighting systems that enhance the visual character of the street both at night and during the day.

The City has embarked upon a program of installing street lighting at locations where there is either no lighting or the existing lighting is deficient. In addition, many of the older poles and fixtures are reaching an age where they need to be replaced.

In addition for formalizing the City's policy regarding lighting, a goal of this policy is to guide the installation of new lighting in existing neighborhoods.

B. DEFINITIONS

A. Street Lighting: The combination of poles, luminaires (fixtures) and electrical components that provide lighting within the public right of way. This would include alleys and other public spaces, but this policy is not intended to cover parks, dusk-to-dawn lighting and private lighting that incidentally illuminates streets or public spaces.

B. (add as necessary)

C. ADMINISTRATIVE POLICIES

The following administrative policies are intended to guide the City in managing the Street Lighting Program:

1. The City will require installation of street lighting in the construction of new streets and in conjunction with new development per City development requirements. For

properties being redeveloped at locations where street lighting is missing or inadequate, the Electric Utility Director shall determine the improvements to be required of the developer.

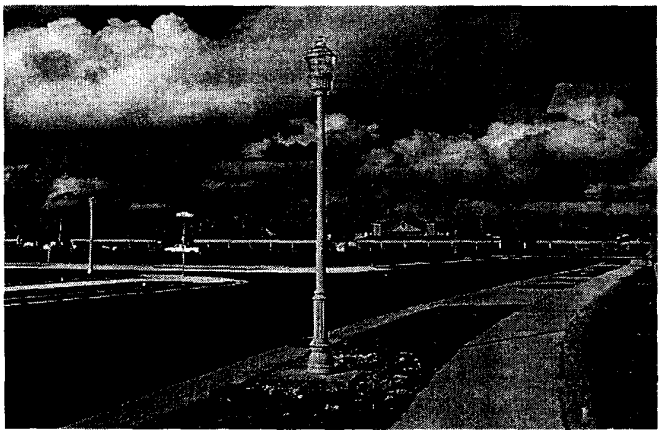
2. The City will install new street lighting within existing neighborhoods where street lighting is missing. The schedule for these installations shall be as determined in the budget process. Prior to approval of plans and specifications for specific street lighting projects, the Electric Utility Department shall notify all property owners fronting the project for their information and comment.
3. The City will replace and upgrade existing street lighting as determined in the budget process.

D. GUIDELINES FOR STREET LIGHTING

The design and installation of streetlights shall be in accordance with standards and requirements as approved by the Electric Utility Director in accordance with this policy.

The type of street lighting shall be compatible with the streetscape and adjacent properties in accordance with the following guidelines:

1. New Residential Streets with Parkway Strip – 12 Ft. decorative streetlight per EUD Standard 505.



2. Existing Streets with Parkway Strip – 10 Ft. concrete streetlight per EUD Standard 507. *(photo to follow)*

3. Existing Streets <u>without</u> Parkway Strip – 30 Ft. steel streetlight per EUD Standard 504. *(photo to follow)* However, in blocks where adjacent streets have or will have 10 Ft. concrete streetlights, the Electric Utility Director may approve installation of have 10 Ft. concrete streetlights in order to maintain neighborhood continuity.

4. Special Purpose Streets and Areas – Based on specific City Council action, some streets may be lit with special lighting poles and fixtures. These include:
    a. Cherokee Lane between Pioneer Drive and Century Boulevard – *(describe)*
    b. Downtown Streets east of Church Street, north of Lodi Avenue, west of the UP railroad tracks and south of Locust Street – *(describe)*
    c. Other streets & areas – As identified with specific project plans and approved by the City Council, special purpose lighting may be installed.

II. RESPONSIBILITIES

A. GENERAL

The responsibilities described below are provided to ensure that street lighting projects and maintenance are developed in accordance with the policies of the City Council.

B. RESPONSIBILITIES

City Council

1. Review and approve the budget submitted by the City Manager.
2. Approve contracts for projects over the statutory limit for projects (currently $5,000).

City Departments

1. The Electric Utility Department is responsible for designing and maintaining the street light system. Work within the street right-of-way shall be coordinated with the Public Works Department.
2. The Public Works Department shall coordinate street reconstruction and major rehabilitation projects with the Electric Utility Department. Installation of new streetlights and replacement/upgrading of existing streetlights shall be included in the project as appropriate consistent with the Electric Utility budget.
3. The Community Development Department shall consult with the Electric Utility and Public Works Departments on selection of appropriate poles and fixtures in accordance with City design standards.

III. FUNDING

A. GENERAL

Funding for street lighting, including operations and maintenance will be included in the City's Budget within the Electric Utility enterprise fund.

B. GRANT FUNDING

The City will seek grant funds as appropriate to further and enhance the street lighting program.

IV. REFERENCES

Downtown Development Standards & Guidelines; City of Lodi; June 1997.

Fundamentals of Traffic Engineering, Homburger & Kell; Institute of Transportation Studies, University of California; 11th Edition, 1984.

Street Design Guidelines for Healthy Neighborhoods, Dan Burden et al; Center for Livable Communities; January 1999.

Traditional Neighborhood Development, Street Design Guidelines; ITE Transportation Planning Council Committee 5P-8; June 1997.

filed 3-5-02

Street Lighting Policy

Shirtsleeve Session, March 5, 2002

- Draft policy largely states existing practices, except:
  - C. 2 – formal notification on retrofit projects

- To be added:
  - B. – additional definitions
  - C. 1. – Clarify infill developments included in retrofit program
  - D. 2 to 4 – Photos of lighting types

- Further direction needed on:
  - Downtown lights – general boundary as described or strict limits per assessment district, and if so, Zone A or B?
  - Light type (color) in "store-front" commercial areas
  - Parking lots and other public places

filed 3-5-02

LIGHTING

Building and accent lighting in the downtown is an effective mechanism to attract attention to a structures details and the business as well. Further, lighting shall be used for parking areas, passageways and sidewalks.

A. AREA LIGHTING - Sources for illuminating sidewalks passageways, parking, and rear and side yard areas:

1) **Shall be Shielded** - from casting light onto adjacent properties. They shall not cast light directly into adjacent residential windows. A translucent or optical lens diffuser globe or shield is recommended.

2) **Maximum Mounting Height** - of light sources for ground level illumination shall be sixteen (16) feet, measured from the finished grade of the area to be lit; height must be eighteen (18) feet at minimum if extending over a roadway surface.

B. ORNAMENTAL FIXTURES - Fixtures not used as primary area lighting and mounted with visible light sources:

1) **With Clear or No Diffuser** - individual lamp wattage should not exceed 60 watts incandescent, 20 watts fluorescent, or 40 watts high intensity discharge (H.I.D., such as metal halide, high pressure sodium, or mercury vapor lamps).

2) **With Frosted or Optical (fresnel type) Light Fixture Diffuser** - individual lamp wattage may not exceed 100 watts incandescent, 40 watts fluorescent, or 70 watts H.I.D.

C. COMMERCIAL AREAS - The following recommendations are intended to promote an attractive nighttime pedestrian environment. They apply to lighting installations by either the private or public sector.

1) **Specialized Professional Assistance** - A good lighting design can make both tenant businesses and buildings highly recognizable and attractive by night, and contribute to the district's distinctiveness. The services of a lighting designer are highly recommended, as such a specialist can demonstrate and provide the best effect within a specified budget.

2) Lighting Design:

   a) **Use the minimum brightness** - for illumination of large areas.

   b) **Use brighter light to punctuate** - and accent important areas such as entries and special architectural features.

3) **Recommended Lamp Color/Types** - Color corrected ("white") high pressure sodium (HPS); color corrected (3,000 degrees K); incandescent.

4) **Lamps Not Recommended** - Standard ("peach") high pressure sodium, low pressure sodium, standard mercury vapor, cool white fluorescent.

5) **Metalwork** - Portions of lighting should be architecturally related to the building architecture. The color and finish of lighting metalwork should match the building's metalwork, if any.

6) **Recommended Globes** - Clear borosilicate glass globes; clear acrylic or polycarbonate globes with optical diffusing (fresnel) patterns; translucent clear (frosted) or white acrylic or polycarbonate globes.

28. Roadway Lighting*

A. Objectives

1. Traffic Engineering Objectives

a. Promotion of safety at night by providing quick, accurate, and comfortable seeing for drivers and pedestrians.

b. Improvement of traffic flow at night by providing light, beyond that provided by vehicle lights, which aid drivers in orienting themselves, delineating roadway geometrics and obstructions, judging opportunities for overtaking, etc.

c. Illumination in long underpasses and tunnels during the day to permit drivers entering from the open to have adequate visibility within the tunnel to operate their vehicles safely.

2. Other Objectives

a. Reduction of street crimes after dark.

b. Enhancement of commercial (especially retail sales) properties by attracting evening shoppers, audiences, and other users.

Not all these objectives are necessarily achieved by good lighting alone.

B. Definitions

1. Light Terms and Measurement Units.

a. *Light.* Radiant energy that is capable of being perceived by the eye and producing a visual sensation. The visible portion of the electromagnetic spectrum extends from approximately 380 to 770 nanometers.

b. *Luminous Flux (Φ).* The rate of emission of luminous energy from a light source in all directions.

(1) *Lumen (lm).* The SI (International System) unit of measurement of luminous flux, defined as the amount of flux emitted within a unit solid angle (one steradian) by a point source having a uniform luminous intensity of one candela. The total flux from this source is 4π ($=12.57$) lumens.

c. *Luminous Intensity (I).* The luminous flux per unit solid angle from a light source in a given direction. Candlepower is intensity expressed in candelas.

(1) *Candela (cd).* The SI unit of measurement of intensity. One candela is one lumen per steradian. See Ref. 1, p. 1-6.

d. *Illuminance (E).* The density of luminous flux incident on a surface; the quotient of the flux divided by the area of the surface, if the flux is uniformly distributed.

(1) *Footcandle (fc).* The unit of illuminance when the foot is taken as the unit of length; the illuminance on a surface one square foot in area on which there is a uniformly distributed flux of one lumen, or the illuminance produced on a surface all points of which are at a distance of one foot from a directionally uniform source of one candela.

$$1 \text{ fc} = 1 \text{ lm/ft}^2$$

(2) *Lux (lx).* The SI unit of measurement of illuminance, defined as the footcandle with *meter* substituted for *foot.*

$$1 \text{ lx} = 1 \text{ lm/m}^2 = .0929 \text{ fc}$$

* This chapter has again been updated by Vernon H. Waight, Senior Electrical Engineer, California Department of Transportation, San Francisco, CA.

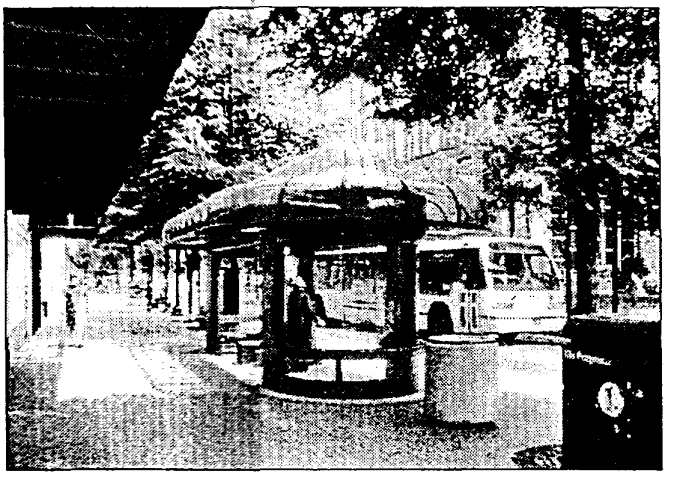
Fundamentals of Traffic Engineering, 11th ed.

meable designated parking areas which direct motorists to appropriate parking spaces, and yet allow water to sheet into these porous areas for absorption into the soil. Innovative ways to handle storm water runoff and retention need to be explored further.

In urban areas, avenues, main streets, boulevards, and parkways require curbs and gutters because of their greater widths, volumes, and traffic speeds.

Element 15. Street Furniture.

Street furniture such as benches, waste containers, flower and shrub planters, trees, bollards, lampposts, and kiosks encourage people to walk. Benches help seniors and the disabled, who need places to rest every 5-10 minutes when they walk for exercise, or ride public transit. Street furniture, in convenient pocket parks (the size of one lot) or other gathering points such as mail-box groupings or bulletin boards, give residents a reason to come out of their houses, socialize and get to know their neighborhoods. When motorists see pedestrians along streets, especially in groups, they are reminded that streets have many public uses.



A bus shelter with benches in Portland, Oregon, encourages people to walk and take transit.

Element 16. Street Lighting.

In healthy neighborhoods, people should feel comfortable walking at all hours. Street lighting helps pedestrians feel safer at night. Many neighborhoods prefer more, smaller street lamps to the larger, more widely spaced, high-intensity lights often found in conventional neighborhoods. Low-angle, pedestrian-scale lamps that emit full-spectrum light allow for more realistic colors at night. They also reduce glare, letting people see the night sky. Light poles 8-12 feet in height can achieve these desired effects.

Element 17. Bus Stops.

Healthy neighborhoods create environments that support transit. Residents can take advantage of frequent, easily reached bus stops due to the high connectivity of streets. These bus stops are typically found on avenues, main streets and higher-capacity roads. Streets can be patterned so that residents never need to walk more than a quarter mile to reach the nearest stop. Bus stops should always provide shade and benches, which can often be created by combining stops with pocket parks. Without shade and a place to rest, senior residents and other riders feel uncomfortable

Alleys also give streetfront residents one side of their lot that is more public, toward the street, and another that is more neighborhood-oriented along the alley. This allows these residents to have a more ordered and formal front to their properties, while play areas and maintenance areas can be situated along the alleys and shared with neighbors.

F.2.14. Lighting

The general rule for lighting in a TND project is to prefer more, smaller lights as opposed to fewer, high-intensity lights. This is in keeping with the overall goal of maintaining the elements of a TND street in a human scale, but this also allows for more aesthetic matters, such as allowing people to see the night sky (which is not possible under large lights).

The following have been found to work well along TND streets: lightpoles eight to twelve feet in height; lighting elements that provide full-spectrum light so that colors at night are realistic; and, in some instances (along alleys, for example), building or fence-mounted lighting that can replace the need for additional street lighting.

F.2.15. Snow Plowing and Removal

Snow removal from streets, sidewalks and parking areas is a problem wherever snow falls in significant amounts. Generally, those charged with the removal of snow prefer large areas that can be "swept" by trucks with plows so that, as much as possible, the snow can simply be pushed out of the way. This desire flies in the face of many of the TND principles and design methods contained in these guidelines.

Heavy snowfalls should have special management procedures established, based on local conditions and the particulars of a TND project. In some instances, this will mean establishing snow emergency procedures and plans that account for parking circulation requirements while the snow is being removed. Such plans ban parking from opposing sides side of the street on alternative nights, so that street space normally used for parking can be used for temporary snow storage while the snow is being removed.

One benefit of TND design is that it results in the creation of more, smaller, and widely dispersed public spaces. TND streets also typically have planting strips or buffer areas along each side. These various public spaces and the planting strips provide opportunities for snow storage space, and designers should consider snow storage as an additional design criteria where appropriate. In many urban environments, heavy snowfall requires the snow to be trucked away. If designed appropriately, TND neighborhoods can help minimize the needs to truck snow in all but the most severe storms.

F.2.16. Trip Generation

Trips are one-way movements by people from one location to another; the most common trip of concern is the vehicular trip. Trip generation models are typically used to predict the numbers of vehicular trips associated with a particular project, and these predictions are used to size the streets within the project and to predict the off-site impacts of a project as well.

Vehicular trip generation models usually, and logically for most recent development, "assume the dominant form of transportation to be the private automobile."[46] In TND projects, where the nonmotorist options are enhanced by design, this may prove to be an invalid, or at least misleading, assumption.